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1. Between 1950 and 4 January 1954, an airfield about 2.5 by 3 kilometers was observed just south of the town perimeter of Ivanovo (N 57-00, E 41-00). Two highways to Ivanovo bordered the field. The surrounding area was partly covered with woods. The area of the field was level and there were no flight obstacles around it. No spur track was observed leading to the field. It appeared possible, however, that the railroad tracks which crossed the roads to Ivanovo north to northeast of the field had spurs to the field. The installation was a military airfield which had been in existence prior to World War II. The landing field had a firm and well-kept grass cover. No concrete runways, taxiways, or aircraft revetments were observed. During the rainy period in spring and fall, air activity was discontinued at the field for some weeks. Six or seven three-story brick buildings, each about 30 by 10 meters, were located in the northern section of the field. There were apparently no additional buildings. Repair work was apparently done in three large tents. No information could be obtained on quartering facilities for personnel.
2. At the end of 1952, a 50-ton fuel container lay on the ground at the southeastern edge of the field for several days. A radio cabin and two steel masts, each 35 to 40 meters high and provided with a round direction-finding loop, were located eight to ten kilometers south to southwest of the field. A wire extended from the masts to the cabin. During fall 1953, an underground cable, about five centimeters thick,

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was laid in a ditch leading parallel to and about 100 meters from the one highway and then toward the field. No stationary or mobile radio installations were observed at the field. A high control tower with a wind cone was located east of the aforementioned brick buildings. A soldier was observed on the platform of the tower. No fence or guard towers were observed around the field nor were sentries or patrols seen. There were no antiaircraft gun emplacements.

3. During July 1950, jet aircraft were first observed on the field. They were mid-wing monoplanes with considerably swept-back wings, high rudder and elevator assemblies. Aircraft of this type had been observed aloft since spring 1950. During summer 1950, 20 were observed at the field and 55 or 60 from fall 1950 until 4 January 1954. The total aircraft strength at the field included 35 to 40 jet aircraft with camouflage paint, 20 silver jet aircraft, 30 fighters with piston engines, 12 single-engine U-2 trainers, 15 single-engine U-2 ambulance aircraft, and four [REDACTED] five twin-engine ambulance aircraft, probably Li-2s. The large number of ambulance aircraft, [REDACTED] may be due to the existence of many hospitals in the town area of Ivanovo. During repeated trips along the field, [REDACTED] saw no take-offs or landings by jet aircraft. No personnel were seen near the jet aircraft; tarpaulins always covered the cockpits. Practice flights were repeatedly made with the trainers parked in the middle of the field. Take-offs and landings were disciplined.
4. During spring and summer 1950, jet aircraft flew individually or in elements of two at an altitude of 2,000 to 3,000 meters, 30 to 35 kilometers south - southwest of Ivanovo and over the PW camp. Beginning in fall 1950, flying was practiced by formations of four at very high altitudes. Sometimes, only vapor trails were seen. During 1951 and 1952, air activity by jet aircraft in formations was intensified. Two and three formations of four aircraft each were repeatedly observed aloft. Individual formations followed each other at distances up to five kilometers and at different altitudes varying from 1,000 to 1,500 meters. During summer 1952, several formations of four aircraft each practiced fly-by formations, apparently preparing for an air demonstration. Formation flying at high altitudes was conducted up to 4 January 1954. A formation was never larger than a squadron; an individual aircraft repeatedly flew at the rear and higher than the other aircraft. No aerobatics, air attack exercises, or firing at towed sleeve targets was observed. No jet aircraft with auxiliary fuel tanks or twin-jet aircraft were seen. [REDACTED]
5. Night flying by jet aircraft was observed for the first time in winter 1951/1952. Four jet aircraft flew close to each other and with set position lights at about 2100 hours on a clear night. After about 15 minutes of observation, the aircraft disappeared toward Ivanovo. This type of night formation flying at first occurred during clear weather. From about 1953, the flights were apparently made in all weather. During January or February 1953, a formation of at least four jet aircraft apparently flew over the camp although it was snowing and visibility was limited to 60 or 80 meters. The sound of jet engines was definitely identified. Once during spring 1952, several jet aircraft were heard flying during daytime and in very bad weather. Bad-weather flights continued during 1953. Flying was practiced at times when there was poor visibility, rain, and a ceiling of 50 to 80 meters. Day and night during August and September 1953, there was particularly intensive air activity by jet aircraft. This air activity continued until early January 1954, except for short interruptions during the fall rainy period.
6. Some Soviet citizens stated that bomber aircraft were stationed at another airfield north of Ivanovo. The town area of Ivanovo was repeatedly overflown by twin-engine low-wing monoplanes, probably Li-2s

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or Il-12s. The aircraft made practice flights and formation flights, and towed cargo gliders. Practice flights were probably made only by a few aircraft, which crossed over the town area 60 to 70 times every day at an altitude of about 250 meters and at intervals of about five minutes. Formation flying was practiced at an altitude of about 300 meters in flights, squadrons, and groups in javelin and wedge formations. Sometimes, one aircraft flew behind the formation. During 1953, a close formation was sometimes seen flying over the generals' camp at an altitude of 150 to 200 meters, coming from the direction of Ivanovo and heading to the southwest. During spring 1953, twin-engine aircraft towing cargo gliders were sometimes observed at a great distance.

1.  Comment: According to Characteristics and Performance Handbook, as revised July 1953, "U" is the designation used for older-type elementary trainers.

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